

INTIMATION



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED,WINE & SPIRIT
MERCHANTS.

SCOTCH WHISKY

WATSON'S CELEBRATED

E BLEND

VERY OLD LIQUEUR

SCOTCH
WHISKY.A blend of the finest WHISKIES distilled
in SCOTLAND ofGREAT AGE,
VERY FINE AND MELLOW.
Pronounced by Connoisseurs to be the BEST
BLEND in the FAR EAST.

PER DOZEN \$16.50

The following are also recommended, and are
unsurpassed in quality:—

A.—Thorn's Blend... \$12.00

B.—Glenorchy, Mellow Blend, a
fine "Soda" Whisky, of great
age... 12.00

C.—Aberlour-Glenlivet... 13.50

D.—H.K.D. Blend of the Finest Old
Malt Scotch Whiskies... 16.00A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.

On 25th October, at Park Hospital, of typhoid fever, F. A. WATSON, formerly of the firm of Messrs. Watson & Co. aged 25 years. Deeply regretted. (Bourne and Shanghai papers please copy.)

HONGKONG OFFICE: 10A, DES VEGE ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 26th, 1905.

COREA has again become a dependency of Japan. This will be disputed by the *Korea Daily News*, we have no doubt; but our belief that it is true is strengthened and confirmed as much by the observations of that journal as by any of the other numerous evidences that we have been given lately. For some time we were puzzled by the constant references occurring in this foreign journal published at Seoul; and we are still at a loss to understand our contemporary's apparent inability to recognise accomplished facts. Reluctance to accept them we can understand, if we cannot fully appreciate it; but what object is to be gained by its persistent girdings is not clear to us. Our contemporary appears to us as one "kicking against the pricks"; or as a Sisyphean, hauling laboriously an useless boulder towards an inaccessible peak. For instance, so late as the ninth of this month (or subsequent to the publication of the new Anglo-Japanese Treaty) we find the *Korea Daily News* hinting that appearances indicate what we have been supposing to be generally accepted as a *fait accompli*. It says in one place: "The mysterious generosity in pressing upon the Household Department a loan of Y1,500,000 has yet to be explained, but past experience leads us to believe that it only means another nail in Korea's coffin." Our contemporary further fears "the relegation of Korea's diplomatic affairs to

Tokyo." We suppose even that will come in time; and will certainly not be surprised. In the meantime, are we wrong in assuming that all the nails have been driven into the coffin that is to contain Korean independence? As we have said, we thought that was all understood and settled.

We certainly cannot think of joining the ranks of those who wish to emphasise the wickedness of annexation—be it called by any other diplomatic term—in this case. From the Korean point of view, of course, a great deal could, no doubt, be said. But we are not Korean, any more than is our Seoul contemporary; and for us the adage concerning glass houses and stone throwing seems applicable. It may seem virtuous and good, but it is none-the-less old-fashioned and puerile in these days to prate too much of ethics in connection with national politics and their very serious necessities. To stick to the question at issue, we should as soon think of deprecating, on moral grounds, Great Britain's occupation of Gibraltar as Japan's of Korea.

We could excuse the Spaniard who did so, although we should not treat his protestation as *grand sermone*. The illustration, on reflection, must appear an apt one. Korea was the real crux of the late war. Japanese paramountcy therein, legalised so to speak, and certainly sanctioned and confirmed by the recent Treaty, removes, for ever we trust, a bone of contention. We did not want it. China never kept it. Korea herself has never proved herself capable of maintaining her independence. She was an abandoned hawk—a danger to international navigation—the property of her savior. Once we dismiss the ethnically correct but impossible Korean view-point, we have no difficulty in recognising Japan's rights in that quarter. They are, incidentally, more easily proven than those of China, Korea's nominal suzerain. She is said to have paid tribute to Japan long before she did to China. Korea had a habit of acknowledging herself vassal to any power that paid her a visit. She preferred the Chinese, perhaps, because they fidgeted her less than the active Japanese, who behaved like the young cuckoo in the nest, as (the *Korea Daily News* tells us) they are even now doing. China did little to protect her vassal until towards the end of the sixteenth century. Then there was a seven years' war, during which, as Mr. ARCHIBALD LITTLE reminds us, the Koreans were not "consulted by either side in the various conventions and treaties entered into during its course." There was as little reason for consulting them then as there is to-day. "It is characteristic of the Koreans that history does not report their having taken any part in the war which had desolated their country." Perhaps this "masterly inactivity" will be counted unto them for righteousness by those who are now constituting themselves Korea's champions against Japanese aggression; and be held to entitle them to greater sympathy from all good men. It may not be a Utopian standpoint to take, to remind them that "war is the supreme test of a nation's vitality, and that corruption and indolence spell the rationale of defeat"; but it is sufficiently practical for this world and these times; and we derive some satisfaction from the reflection that the present disposition of affairs promises to relieve us of what has too long been a menace to the peace of the Orient.

The *Risselini*, the Russian destroyer captured at Chefoo, is now called the *Yanahiko*.

"Victoria Town, Isle of Hongkong," was the address on a letter received from America yesterday.

The harbour of Tientsin, near Tangchen, is to be thrown open to foreign trade, according to the *Nanfengpao*.

Mr. A. H. Harris, Commissioner of Customs at Changsha, is shortly going on leave, and Mr. O. S. Ready is to succeed him.

The Shanghai Coal-Guild has caused some consternation at the northern port by announcing "very material increases in the prices of all kinds of coal."

Mr. J. Dyer Ball will lecture to the Union Church Literary Club to-morrow evening, at 9 p.m., sharp, on "Rhythm and Rhythm in Chinese Climes."

The *Chefoo Daily News* complains that inconvenience is being caused by the refusal of the Japanese bank and post office there to accept the Japanese "war notes," of which there are many in circulation.

We understand that a meeting of gentlemen interested in the promotion of a St. George's Ball will be called for on the 15th November, when a proposal for holding a Ball on 19th January will be discussed.

Baron von Mumm, the German Minister at Peking, is reported to be retiring this month. The *N.C. Daily News*, which publishes the report, has not heard a successor mentioned.

All restrictions on trade according to the neutrality regulations during the war have been withdrawn, and the Imperial Maritime Customs houses have received orders to act accordingly.

It is positively denied by the *Shungo Shingyo* that the Armstrong Company have "entered into any arrangement to start works in Japan." Negotiations are said to be in progress with some other company, but nothing definite has been allowed to transpire.

Viceroy Yuan's administrative reforms, which are to be tried experimentally in Chihli, provide for the abolition of the posts of intendants and prefects, whose duties will be handed over to new departments. Each new department will have a treasurer, a judge, and a captain superintendent of police. In the larger villages assistant magistrates and police inspectors will be stationed.

A Peking telegram to the *N.C. Daily News*, dated Oct. 20, says:—The French Minister at Peking is urging the Waisup to grant to French subjects railway concessions at least to the extent that they have already been granted to British subjects. Viceroy Tsai at Canton is opposed to the present scheme for a Canton-Kuangchow railway, which is partly a foreign enterprise. The French concessionaires are taking steps to safeguard their interests.

At Kobe, on Oct. 16, the *A. G. Ropes*, which, having been dismasted in a typhoon some months ago, returned to Kobe and was abandoned as a constructive total loss, was sold by auction. The auctioneer stated in opening the sale that he valued the donkey-engine, copper, and anchors at Y12,000, and he would, therefore, start the bidding at that figure. Bidding then commenced with an advance of Y1,000 and proceeded slowly until the sum of Y18,800 was reached, at which figure the ship was knocked down to an American buyer whose name was not disclosed.

The Tientsin S.V.C. had some exciting moments during the night attack on the 16th inst. Hurrying across broken ground, they came suddenly upon what appeared simply to be a patch of black earth. They went straight into it, and before they knew what had happened, found themselves waist deep in a horrid mixture of water and farm stuff, from which they had to extricate themselves as best they could. Others were hopelessly lost in the country; one member so seriously strained himself that he had to be taken home on a stretcher.

Dr. King, a Chinese lady, urges the boycott leaders to set aside the funds which are being expended in prosecuting and propagating the movement, and employ them for the purpose of opening up the wild and uncultivated parts of Mongolia and the New Dominion, so that Chinese labourers may not find it necessary to emigrate to foreign lands to seek a livelihood, but may settle down as peaceful and prosperous agriculturists in their mother country. By thus doing, they will not only avoid the inhospitable treatment and even persecution of foreign nations, but will develop the resources of their own country.

General Messy says of "Yu-chih":—The fins and tails of sharks and dog-fish fins are generally included under this name, and are highly prized by the Chinese as food delicacies at all their feasts. Indeed, no Chinese banquet or feast is considered complete without at least one dish of Yu-chih or fish fins. This marine delicacy is usually stewed in fish broth, of various kinds until it is soft and semi-transparent like jelly; shreds of flesh or fowl, and white cabbage are usually added, as well as other things, to increase the volume of the dish, and I have always found it desirable and wholesome food. As an article of import, shark's fins are very valuable and find a ready market all over China, especially at Shanghai.

A Chinese firm (Zung Chi) at Shanghai sued the Imperial Insurance Co., Ltd., for value of goods alleged to have been destroyed by fire. The claim was resisted, and after considering evidence (that the goods were not on the site of the fire) the judge concluded his judgment as follows:—"I give my reasons in the sort of way the case would have influenced a jury, and the way they have influenced my mind, with my knowledge of human affairs, and I have come to the conclusion that the goods were not there, and therefore that the plaintiffs are guilty of fraud, and I must give judgment for the defendants with costs." The *N.C. Daily News* says:—"The Imperial Insurance Co., Ltd., has done service to the public and to other companies by fighting this claim."

The Hankow Race Club, now registered at Hongkong, held its first statutory meeting on Oct. 9. It was decided to empower the directors to raise debentures to the amount of \$50,000 bearing interest at the rate of 7 per cent per annum, payable half-yearly on the 30th of June and 31st of December, secured by the land and buildings comprising the property of the club, the debentures to be redeemable at par in not less than five years from date of issue, and thereafter at the discretion of the directors; the debenture certificates to be \$100 each. It was further agreed that applications for from one to five debentures should have preference so as to give every member a chance of owning one, while trustees wishing to keep all or part of their money already advanced to the club will have priority.

TELEGRAMS.

"DAILY PRESS" SERVICE.

RIOTS IN SANTIAGO.

LONDON, 25th October.

Riots have taken place in Santiago and 550 people are reported to have been killed and wounded.

RUSSIA'S DOMESTIC TROUBLE.

LONDON, 25th October.

The situation in Russia has become worse.

[REUTERS' SERVICE.]

RUSSIA.

LONDON, 23rd October.

The socialist parties in Warsaw have unitedly issued proclamations, declaring that they will forcibly prevent the election of deputies to the National Assembly.

GREAT BRITAIN, FRANCE AND GERMANY.

LONDON, 23rd October.

A recent article in the *Nene Freie Presse* (Austrian) accusing Great Britain and France of trying to provoke a war with Germany, has caused fresh acrimonious polemics in Germany on the one side, and Great Britain and France on the other, the acerbity of which keeps alive the international animosities excited by the *Le Matin* disclosures.

TURKEY AND AUSTRIA.

LONDON, 23rd October.

The Porte assuming the offensive has sent a note to the Austrian Embassy, objecting to the presence of the international financial delegates at Uskub, whose intervention in the internal affairs of Turkey is declared as prejudicial to Turkey's interests, and whose removal is requested.

CHINESE-HUNGHTZE ARMY FOR MANCHURIA.

The following, from the *China Review*, should be read *en grano alio*.

Judging from the most recent official information which is to hand it seems quite clear that the Chinese Government have—very wisely—determined to enlist some 20,000 ex-Hunghtze as a nucleus for their new army in Manchuria; most of whom have been in the service of the Japanese, under their head chief, the famous Feng-Ling-Ko.

It appears that, as the Japanese were desirous of getting rid of their irregular allies; and were rather afraid to disband them, and thus turn them loose over the country, Marshal Oyama used his influence with the Chinese Government, in persuading it to take over these Hunghtze, representing how very advantageous it would be to do so; and, foolishly enough, the Chinese authorities fell into the trap.

To any common-sense observer it is not difficult to foresee how dangerous such a course will be, and what unfortunate results may happen.

Parting all question of international law on one side, as to whether the Japanese were justified in enlisting and using these Chinese bandits in their campaign against Russia, it is quite clear that, whereas the Japanese authorities in Manchuria, with a very powerful army at their back, could control these irregulars, it is not certain that the Chinese will ever be able to do so, even before the Japanese evacuation, after that is completed, these Chinese-Hunghtze hordes will rule Manchuria themselves.

If China had gone to work with the professed idea of doing something in order to give the Japanese an excuse to interfere in protecting Manchuria and to retain their military hold on the country, even after the time of evacuation was past, they could not have chosen a better plan.

What the poor inhabitants of the three provinces themselves will have to suffer from both the Japanese and the Chinese-Hunghtze bandits does not, however, seem to have entered into the calculations of the Chinese Government.

CHINESE "STEELYARDS."

Messy's *Miscellany* says:—"The issue of balances (*cheng*, or apparatus for weighing) in some branches of Chinese trade is limited legally to the guild of that particular line of trade at such place. Thus in Chung-ching the pork butchers' guild issue scales to persons who have been properly recommended as suitable persons (members of the same guild) to start a butcher's shop in that town or its suburbs; it being the opinion of other butchers that another shop is desirable. The butcher has to pay the 30, I believe, for his first set of balances and 15, 10, when they require renewal. These high prices are purposely charged as fees to the guild for the benefit of all its members. No butcher is permitted to set up in business without a set of these scales or balances. The standard of weight is one *tael*, or *liang*, which is a Chinese ounce of about 550 grains troy.

The Chung-ching butchers consider that one *tael*, or Chinese pound of pork, should weigh twenty *taels* or ounces, that is the largest I have heard of in matter of market scales of any place. In some places eighteen *taels* are called one *tael*, in others sixteen, fourteen, and twelve is the lowest I have heard of, and that is at Shanghai, within the foreign Settlements, and the *tael* this is just the equivalent of the pound. *Peng*, a word of weight, and it is called *Peng-ching*, or say *tael*, applies to the *Shi-ching*, or market scales only. The *Ku-ping*, or government treasury scales, are larger; the *tael* being equal to 579.84 troy grains; thus twelve *taels*, or *liang*, are almost the exact equivalent of our pound avoirdupois, which is 7,000 grains. All other scales give less weight than the government scales from one to five per cent.

SUPREME COURT.

Wednesday, 25th October.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

CLAIM FOR DAMAGES.
Tum Man Sam, of No. 19 Jervois Street, sued Tam Yan and Cheung San Pang, liquidators of the Sai Kai Kung Yick Po Company, Ltd., for \$1,000, being as to \$500 for the return of money deposited by the plaintiff with the defendants on the 2nd June, 1905; in part payment of the purchase money of the business, property and effects of the Sai Kai Kung Yick Po Co., Ltd., and as to the balance of \$500 for damages for breach by the defendants of the said contract.

Mr. C. E. H. Davis (of Messrs. Wilkinson and Grist) represented the plaintiff, and Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the defendants.

Mr. Davis stated that pleadings were ordered and had been filed in this case. It would appear on these that the whole point at issue was whether the plaintiff did or did not tend to the deposit portion of the purchase money as alleged by him and denied by the defendants? Did the plaintiff by his acts repudiate the contract? If he did not he was entitled to the return of his deposit, and also to damages. Supposing the defendants were able to prove that they had failed to comply with the stipulation regarding portion of the purchase money, they would prove that they made every effort to pay the whole of the purchase money.

His Lordship—The case has worked itself down to a question of fact.

Mr. Looker—It is a question of fact. The plaintiff refused to pay the deposit and repudiated the contract.

Tum Man Sam, declared, said he was present at the meeting of the company in question when his tender for the purchase was accepted. His Lordship—Are you a shareholder in this paper?

Witness—Yes.

Mr. Looker—And a director too, my Lord.

Continuing, witness said the document before the court stated that the stock-in-trade of the paper was worth \$18,734; the books of the company represented about \$8,000. When his tender was accepted a note was made in the minute book of the company, and an advertisement inserted in the paper. Likewise a minute of sale was made by the defendants, which witness signed. More writing had been added to the conditions of sale since he signed the book; one page had been taken out and another substituted.

His Lordship—Why do the defendants want to get out of the contract? Have they sold the paper to somebody else?

Witness—I don't know what their object is, but I believe they want to run the paper themselves.

Witness, continuing, said the minute he signed was as follows:—"A meeting was held in the Company's office on the afternoon of 2nd June, 1905, when all the assets, stock-in-trade, goodwill and other things as specified were sold to me for the sum of \$9,270, as I was the highest bidder. On and after the 3rd June all the expenses in connection with the company were to be borne by me, and within 48 hours, one-fourth of the purchase money was to be paid." On the following day, Sunday, he went to the company's office, where he saw Cheung San Pang, and tendered an amount of the purchase money. The defendant said he could not accept it on the Sabbath day; he was going to church. Witness pressed him, but he was put off till the afternoon. When witness saw him then he told the defendant he had better accept the money before the expiration of the appointed time for payment, but the defendant replied that he intended to keep the Sabbath day, and refused to accept the money.

Cross-examined—He was a director and, at one time, the editor of this paper. It was decided to sell the business because the financial position of the company was not a good one. They owed \$9,000 odd and there was no money to pay. Witness was the only tender that exceeded the amount of the debts. At the time of tendering he had \$500 to pay the deposit, and could have raised the whole of the purchase money that day.

The evidence in support of the plaintiff's claim having concluded, the case was adjourned until Monday.

At the Chinese department of the Young Men's Christian Association last night, Mr. K. Edmund, of the Canton Christian College, lectured on "Some Wonders of Nature and some Works of Man." The lecture was illustrated with magic lantern views, and was apparently much appreciated by the large number of members and friends present.

Shanghai is at present concerned with a question which agitated Hongkong some months ago—the "beachcomber" nuisance. A contemporary says:—"The easy-going charity which now prevails does harm: first because it encourages idlers; secondly because really deserving men are viewed with suspicion and distrust. The public do not like to refuse aid to a man who says he has nowhere to sleep and nothing to eat, but when they find they have been deceived, the next applicant, who may be honestly in want, is liable to suffer."

LATEST STEAMER MOVEMENTS.

The str. *Catherine Apsar*, from Calcutta, left Singapore on the 24th inst., p.m., and may be expected here on the 30th inst.

The P. & A. str. *Arabia* left Yokohama on the 23rd inst., and is due here on or about the 4th prox.

POLICE COURT.

Wednesday, 25th October.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

GAMBLING WITH FIGHTING CHICKENS.

The adjourned case in which sixty-three Chinese were charged with gambling with chickens at No. 29 Gongh Street was continued. Mr. F. B. L. Bowley (Crown Solicitor), prosected, and Mr. P. W. Goldring (of Messrs. Bratton, Hott and Goldring) represented the second defendant, and Dr. Ho Kai (instructed by Mr. Otto Kong Sing) appeared for the remainder of the defendants.

On the case being called, his Worship intimated that, as far as he was able to learn, there had never been a conviction on the question of cricket fighting in the Colony, with the exception of one small case in the New Territory.

Dr. Ho Kai and Mr. Bowley then addressed his Worship, who intimated that he would deliver his judgment this day week.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

ASSAULT AND ABDUCTION.

Li Yung and Li Ma Wan were charged with assaulting and abducting a woman named Li Sau Tai from her residence at Wong Shun Wan village, in the New Territory. There is a further charge against the second defendant in connection with the same affair.

Mr. J. Hays (of Messrs. Johnson, Stokes and Master) prosected, and Mr. Otto Kong Sing appeared for the defendants.

Mr. Hays stated that the police were informed of this occurrence by a schoolmaster from the village, who reported the matter at the Sai Kung police station. He said the defendants, with three others not in custody, bound and gagged the complainant and carried her to a boat in which they took her away. The schoolmaster believed that the defendants took the complainant to the village of Tai Hang Po Kwai; they also took her belongings, which included a camphor-wood box containing money and jewellery. Their object in carrying her off, the schoolmaster believed, was to obtain a ransom. On this report Sergeant Brazil visited the village and, from inquiries made, found that the defendants, with their confederates, not in custody, looked at the door of a grocery shop kept by a man who was absent in Hongkong. In response to the knock the door was opened by one of the folk; the defendants entered and burst open the door of the room in which the complainant was sleeping with her amah. They took her clothing, money and jewellery. While they were ransacking the room the shopkeeper's son came downstairs to learn the cause of the disturbance; the defendants threatened to shoot him if he did not go back at once. None of the witnesses could say whether the men were armed, as the house was in darkness, neither was it possible to see in which direction the boat sailed which took her away.

Evidence was led and the case adjourned.

THE WAR IN SOUTH CELEBES.

Sourabaya, 29th September.

The Princess of Luwa, who had fled on the approach of the Dutch troops after the capture of Palopo, the capital, offered her submission. On the 19th of September she surrendered to the commander of the expeditionary troops and swore allegiance to the Queen of Holland.

The Princess is described as a lovely young woman, almost a child. She was accompanied by the wife of the Regent of Luwa and some twenty native chiefs. After submitting, she signed a new contract with the Dutch Government.

Inasmuch that Soppang, a mountainous country north-west of Boni, must be compelled by arms to submit.

It is stated that fortifications have been erected. Troops have already been directed to the refractory country, which never yet saw Dutch soldiers trespass on its frontiers. Some resistance is anticipated.

In Boni, Waifo, Sidarung, and Luwa all is quiet. The orders to deliver up the rifles are complied with, but it seems that many are kept back.

The cavalry has returned to Java. On the 28th of September they arrived at Semayang.

The second commander of the expeditionary troops, Colonel De Louvois, arrived at Sourabaya on the 27th. He is rather ill and will stay here for some time.

In the Dutch parliament one of the socialist members interpellated the new minister, Secretary of Colonies Dr. Fok (formerly a lawyer at Batavia) on the "atrocities" which were said to be perpetrated in Boni. Never was a war conducted more leniently. No house was burnt, no grain of rice stolen. Only it has happened that native soldiers want a little too far when attacking the enemy. Blood is mightier than discipline.—*N.C. Daily News*.

A PEKING PARLIAMENT.

AN ANNUAL SESSION.

It is reported that the Empress Dowager has decided to establish for the present only what may be called an Upper House of Legislature, to be composed of the Viceroy and Governors of all the provinces of the Empire, who are to go up to Peking once a year to confer on matters of national importance. At other times, while in the provinces, a Viceroy, if any business of importance arises, shall confer with the Governor or Governors under him, and a Provincial Judge, generally termed "Sze-tao," under him. Prefects, sub-prefects and departmental and district magistrates shall confer with the gentry and notables of their respective cities, and when the communally have anything to propose they shall have to present their proposals to their own gentry and notables, who shall bring them to the notice of the official's immediately over them. This method of "popular" government will continue until education becomes more general and the masses understand better their individual responsibilities and duties of citizenship.—*Chefoo Daily News*.

HONGKONG BRANCH.

The PRESIDENT'S speech was as follows:—
As it is usual here to accept as read reports which have been in the hands of members for some days I propose to follow the prevailing custom, and ask you to accept as read the report I have now the honour to present to you. You will see from the accounts that we have a credit balance of something over \$1,000,—in view of this and our small expenses we have not collected any subscriptions for 1905,—as I deemed it advisable to publish the report and show that we had not been idle, and then to invite an expression of opinion from the members as to what course they may deem it advisable to pursue. It is useful to have some money in hand as we may at any moment have to incur fairly heavy telegraphic expenses, but we do not want to go on indefinitely piling it up. My own idea is that it would be a graceful act on our part after collecting this year's subscription to remit to London anything in excess of \$1,000 as their report shows that their expenses are largely met by heavy donations from various firms interested in China. That is, however, my opinion as an individual but as the disposal of members' funds is naturally a question they must decide for themselves, we invite an expression of opinion on this point. Many local members pay their subscriptions in London, but as the London report contains no list of names it may be that we have not some of them reports. We shall be glad to do so if they will let us know. As mentioned in that report, the period covered is one of exceptional interest, for the whole of the time the world has been witnessing one of the greatest conflicts of the age, fought, and quite the greatest in regard to enormous powers of destruction brought to bear by the respective combatants one against the other. Happily it is over, and the loss of life and the misery involved, heavy as they are, are far from a contest waged with equal valour as have been in ancient days, when fighting to hand was the accepted principle of war. Now that Japan has emerged victorious in the position of affairs in China will probably be much improved, in so far as the fear of partition is to a great extent removed. And it looks as if we are entering a new occasion, as witness the new loan by the Hong Kong Government to pay the American Belgians out of the Canton-Hankow Railway. In common with every British subject in China, we have reason to rejoice in the forthright which conceived, and the policy which carried out, this bold stroke. Any delays may be tedious, and although we may suffer often from hope deferred, before us an infinitely brighter prospect have had in China ever since the completion of the Siberian Railway which, with its absorption of the North of China has hung like a thundercloud over the heads of capitalists contemplating investment in China. (Applause.) That we have maintained our position as well as we have done is due largely to the tenacity and energy of individual British subjects at various ports in China, and to the service which has been often rendered by various Consuls, and to the capable Minister at present at Peking. As regards West River steamers, the Canton River and various other matters of our report, including the Rights of Navigation during War, the published report deals with them, and the position taken up will, we trust, be approved. The memorandum by Mr. Koppelman I commend to your attention as it gives upon a subject which most of us know little or nothing of, and which is a country which we hope has abundant possibilities for peaceful development. Our report and the correspondence published shows the line we have taken, and I will not enlarge further upon it to say that I am sure all members of the Association will gladly assist at the first sod, if there is any other interesting occasion. (Applause.) Delays with the negotiations will let us at any rate have time to do our own section, which will certainly encourage the others in the same way. As regards the general question of water-traffic in China our report, which we prily publish, shows the advisability of our action, and our allies in this direction. China will be on the part of China to control her own railways, and those who, like our Association, have territorial ambitions in China will desire with respect and sympathy for lack of engineering skill that China must get foreign aid to build railways and that is where the field is open to our enterprise. We have built railways in the North, and them over subsequently to the railway record is good so far as China strong there would be her part. But at the moment

ness and irritability. When China was really strong, 600 to 700 years ago, under Ghengis Khan and Kublai Khan, she welcomed foreigners much more freely than she did later under the less powerful Ming, 200 years ago. Under the great Emperor Kiang Hi she was distinctly more liberal to outsiders than she is to-day. Historically, therefore, we have no reason to dread a reasonably strong China. The "Yellow Peril" cry has no fear for those who feel that China's natural genius does not lead to conquest and aggression, but China absolutely weak and lying as a carcass for the eagles is a real danger to the peace of the world. The question of uniform currency for China has occupied our attention as the appendix shows. We cannot claim that much progress has been made, but we hope that what has been done up till now will not be entirely useless. As in all great reforms the real impetus must come from within and not from without, and I think no influence will be so potent in arriving at this desired end as trunk lines of railway throughout the country. When the travelling Chinaman finds himself "squeezed" in exchange for every railway ticket a cry for a common standard will surely go up throughout the land, and the engineer will have conquered where the financier and diplomatist has failed. One can imagine the Chinese countrymen arriving at station with his fare tied up in a handkerchief which he has carefully calculated for about a month; one can see his disgust and wrath at extra cash, or perhaps even cents, are demanded at the ticket office. What huntings into sea-pekets! One can almost hear the interchanges of invective which will pass across the tic windows and how the respectability of ancestors of the contending parties would be called in question! We can picture the grumbings of those awaiting their turn and laughter of those who have passed through ordeal. The victim would appear ridiculous, ridicule to the Chinaman is infinitely stronger than cold argument. His acute sense of hurt will push very strongly against laws of custom, so I believe are long one coin would be acceptable throughout the length and breadth of the Celestial Empire, like the Pekingese did (Applause). I will now refer to the paragraph under the heading "China League." This the correspondence in appendix B shows we have done. We regret that there should be two bodies pursuing the same ends, although different means. The objects and reasons for existence are stated at the back of this issue, and we content that those reasons are both valid and justifiable. We think the best way of attaining these objects are those we propose. There are many things we may wish to do right which it would be impossible to do too largely. At the same time we have no intention of sitting quietly in the pocket of the Foreign Office and being thought worthy commendation because we never give the trouble. It is our only excuse for existence; we are prepared to push, and push hard, if opportunity requires it. (Applause). We, I think, can only be a useful body as we maintain an independent and, at the same time, a friendly attitude; and if we establish a good record for being at our posts and not without discretion, there are occasions when we can be useful to officials as they can be to us. That is for the care of British interests in China means that we grudge good food, money, energies and abilities of those who man us with us. The press bickerings sometimes come across the world to us must be deplored by all thinkers. It would be a good thing if the proprietors of these misguided papers (a plenty of them) were to send their editors or more of the ports between Singapore and Tientsin for a period. It would be valuable education, for they would find many nations closely competing for power of fortune and yet living together in harmony and mutual respect, rich and many of us into firm and enduring friendship. The brotherhood of mankind may be ideal, but it is none the less an ideal long sought; after, and to start out devil intent and malice aforethought seems nothing short of monstrous. merits ascribed the utmost (Applause). I earnestly hope that of fermenting mutual distrust will never be laid with justice of the China Association. (Applause). Mr. POLLOCK—Mr. Chairman, men, I have very much pleasure in the adoption of the report and it have been presented and circulated. I think we are all agreed, gentlemen, committees have worked well for past eighteen months, and we are strenuous and energetic steps taken in connection with the promotion of deferred railway from Kowloon. I see that in the columns of the impression seems to have got as I gather from the correspondence mistaken one—to the effect that of this Association has itself in connection with which has been made to Viceroy. I see from a personal tendency that that appears to take on the part of the press, that the only references made to the question of railways in with reference to our connection, way, which we hope to see the railway from Kowloon (Applause). I think, gentlemen, take, if I may venture to say so, got abroad that our committee were, as it were, disorganised.

widely, and I am quite sure they have been doing wisely in not s altering themselves upon this particular railway to run from Kowloon to Canton. At the same time I quite agree with the chairman that it is a subject for very great congratulation that our Government, the British Government, has thought fit to take the step which they have done in regard to the Hankow-Canton railway. We are very glad to see that step taken on the part of our Government, and I am sure we should all very cordially endorse it. (Applause.) With reference to the subject of uniform coinage for China, I have read the correspondence in the appendix; that correspondence is not a very lengthy one, and does not seem to me to have been carried on very recently. I think, if I may venture to say so, that the attention of the committee would be very well employed in pressing on this subject of uniform coinage for China, because, as the chairman pointed out, and I quite agree with him, it is a very important question indeed, and a subject for all of us who live out here to make and save money to consider. It is very desirable in our own interests, and in the interests of trade generally,—that there should be some uniform and suitable currency established in China. Another point referred to in the report is the question of the registration of trade marks. It is rather difficult to discuss a question to which there is no correspondence printed in the appendix. What appears to me a very important point is this: that there would not be very much utility, so far as I can see at present, in the establishment of a branch office at Canton unless we are able to secure from the Chinese Government some protection in connection with trade marks. I don't know that there would be very much utility in establishing a branch office for trade marks at Canton simply for the sake of publishing certain trade marks registered in respect of certain goods, unless we are prepared to go a step further and ask the Chinese Government to help us in preventing the infringement of trade marks, which we often have to complain of in this Colony. There are those in this room, perhaps, who are more competent to discuss this subject than I am. With these few remarks I must cordially concur with your concluding remarks, Mr. Chairman, and hope the Association will never develop into a jingo party—which is not I think our proper position—but allow an open field and equal opportunity for all trades without fear or favour. I think if we proceed on these lines we shall do good and useful work in the future, as we have done in the past. (Applause.)

Mr. HUMPHREYS said—If I am in order, I should like to ask whether the committee has as yet taken any action with regard to the violation by the Viceroy of Canton of the stipulation in the Mackay Treaty, which provides for the more effectual opening of the Iuhau Waterway of China, as we all know, the British flag has practically been ordered off the river between Wushow and Namking. It is a matter of public notoriety that the Viceroy is defying the British Consul in Canton in this matter, and that the latter is helpless. It is the old story. The Consul appeals to his Minister in Peking. The Minister goes to the Wai-wu-pu. The Wai-wu-pu has no information. The Wai-wu-pu will enquire; a week, a month passes, and as the Minister complains, then he informs that instructions have been sent to the Viceroy to carry out the conditions of the Treaty. I interpret in any way that suits him, and so he replies that he is fulfilling them.

Wai-wu-pu informs the British Minister. The Viceroy reports that he is carrying out the Treaty, and the Minister then informs the Consul if things are now in order, possibly giving him a hint at the same time to smooth things over. Meanwhile nothing is done, and if the Consul refuses to sit down to the humiliation the whole affair begins all over again. This seems to me to be a matter in which this association might strengthen the hands both of the Minister and Consul by vigorous representations at Shanghai. As regards Mr. Pollock's reference to trade marks, there is already a bureau established at Shanghai. But so far as the law is at all they do is to give you a number in relation of your trade mark. Anyone who has a trade mark could send it to Shanghai and have it filed. If it was not filed it was quite possible someone else might get a similar mark filed by and by.

After some further remarks on this subject the CHAIRMAN pointed out that the report depended entirely upon the spirit in which the Chinese Government carried it out, and the present nothing had been done.

The report was adopted.

The CHAIRMAN suggested that any subscription to the London branch should be sent to the London branch.

On the motion of Mr. MITCHELL, Mr. HUGHES, it was decided that the report should be left in the hands of the committee.

The committee, on the proposition of Mr. MITCHELL, second by Mr. POLLOCK, elected a bloc.

With the CHAIRMAN's expressions of thanks the meeting concluded.

Smart weddings are typical of modern times. An event which pleads for modesty and beautiful decency, for sacred religious awe, is transformed by the modern world into a mere advertisement for a local and blaring advertisement which the bride figures as a mere woman can feel in circumstances only the angels know; a decent wedding would die of hot shame.—HAROLD the Daily Mail.

FROM OUR CORRESPONDENT.]

London 24th October.

NEW PREFECT FOR CANTON.

It is reported that Viceroy Shum has memorialized the Throne recommending the appointment of the Sin-Hing Prefect, Tau-Ling, alias Pan-Yu-Sam, to the prefecture of Canton. It is said that he will arrive here shortly to take up his post. Tan-Yu-Sam is a man over seventy years of age, and consequently weak and unsteady. This is well known in official circles. Mistakes are bound to occur in the performance of the duties of such an important post.

A PAWNSHOP GONE A-BEGGING.

The Fnk-Hing pawnshop, in which Chau Tung-Sang was largely interested, having attempted to araise certain entries from its account books, has been seized by order of Viceroy Shum. The Viceroy would have liked to confiscate all the capital but this is impossible as the pawnshop contains 10,000 taels worth of redeemable articles belonging to the people whose right it is to take them back by producing the pawn-tickets and paying in the necessary amounts. His Excellency has endeavoured to find somebody willing to run the pawnshop. All these who have been approached have so far refused.

A FACTORY INVOLVED

It having been discovered that Chau-Tit-Sai was the proprietor of a half interest in the Tai-Yau-Cheng factory at Fatsan, ViceroY Shum has ordered the local magistrate to make an enquiry into the matter. On the 21st inst at 7 o'clock, the manager of the factory and a few kiosk were arrested and immediately tried in the magistrate's yamen. A report of the proceedings has been sent to ViceroY Shum, and the Fatsan authorities are now awaiting His Excellency's decision in the matter.

A BATCH OF EXECUTIONS.

On the 22nd inst, the Nam-Hoi magistrate, acting under instructions from ViceroY Shum, sent four prisoners to the Tien-chi-ma-Tai execution ground to be there beheaded. Several prisoners sent by the Fan-Yu magistrate were likewise despatched. Amongst those executed was Hui-Pin-Lio, who was recently extradited from Macao.

FOR VALOUR

Viceroy Shun has recommended for promotion over four hundred officials who had taken part in the campaign for the suppression of the Kwangsi rebellion. Strange to say many of the officials recommended belong to the Civil department. They did all the fighting

3. 進：東伊豆IC(1)

In the Chuen-nai Village, near Fat-shan, clandestine cartridge-making has been going on for some time. The small factory, however, been discovered and seven men arrested by the Chok-Pi Soldiery. They have been sent to Canton for trial. The punishment for this crime, according to the Chinese code, is death.

PANTAN IN HO

A certain B.A., named Hu-Ping-Nam, has reported to Viceroy Shum that whereas hitherto no fan-tan houses existed on the Honan side of the city, seventeen houses have recently been opened, and that rows have ensued and several lives lost. Viceroy Shum has replied that the provincial judge has received instructions to order the immediate closing of the several fan-tan houses as they had no right to be opened.

...has instructed

The Viceroys Shum has instructed
that and civil officials under his jurisdiction
g out wear their winter-hats and uniforms from
asks 24th inst. There is no fixed date for
(pro- change, but it is the custom that the
time official should select each year the day on
the change is to be made.

HOUSE v. ST

On the 16th inst. I reported that *Kwoong-chow* ran into a house on Honan collapsed into the river. It appears that the Imperial Maritime Customs authorities notified the owner of the property on occasions during the last three months down the building as it was protruding and was an obstruction to navigation and river. After the accident occurred the reported the matter to the Customs and claimed \$500 damages. The have dismissed his case and informed that it was very fortunate for him steamer *Kwoong-chow* undertook the demolition on his behalf as, otherwise have been heavily fined for not within a reasonable time with the had been served on him by the authorities. The landlord looked over the affair; but consoled himself thought that it did not cost him to pull the building down; the steam and the wreck thoroughly and

performed the work on

In connection with the imprisonment of Tung-Sang's concubines and children, strictly speaking Viceroy Shun is in the right in applying to the fullest powers conferred on him by precedent, not a few people are calling him Excellency, who is a progressive who has taken a fair share in the progress of the Chinese code, was the last to show such old-fashioned aversion to the application of the law as centuries ago, keeping with the saying that the fathers eat the bitter fruit, it is the case of children in tender years, applied.

Chau was in Gov

years ago. Viceroy has succeeded
Chun retired from office. The
passed on to other shoulders; and
years a claim is made for 3,000,0
to have been subtracted from the

FOR

\$12.00.

LONG, HING & Co.,
No. 17, QUEEN'S ROAD.

2, PEDDER STREET. OPPOSITE THE HONGKONG HOTEL

HATS AND HOME MADE COSTUMES OF THE LATEST STYLES.
EVENING AND WALKING GOWNS IN GREAT VARIETY.
BOOTS AND SHOES FROM BEST AMERICAN HOUSES.
RIBBONS AND CHIFFONS IN NEWEST SHADES.
LACES AND LACE-COLLARETTES; SMART SHAPES AND DESIGNS.
INFANT BONNETS AND SILK HATS.
GLOVES AND HOSIERY FOR EVENING WEAR.
TRIMMED AND UNTRIMMED STRAW HATS FOR TENNIS AND STREET WEAR.
HATS AND DRESSES MADE TO ORDER WITH THE GREATEST
PROMPTITUDE AND EFFICIENCY.
BEST VALUE IN THE COLONY.

Hongkong, 25th October, 1905.

coffers. All Chau's properties are seized, his relatives suffer loss likewise, and his wives and children are thrown into prison, there to await the Viceroy's decision. Such proceedings seem to carry us back to medieval ages.

Viceroy Shum should release at once the helpless members of Chau's family, who are totally ignorant of his affairs, and who have not been party to any crime whatever.

SELLING PASSPORTS:

On the 10th instant I reported that amongst the charges contained in She-Ching Kuk's petition one referred to the selling of passports to artisans and students. I have since been informed that the charge made is that of selling the passports given for students and artisans free of charge to go to the United States. These, it is said, were sold to labourers by a broker employed in a shipping firm in Hongkong, and not, as stated, by Lu-Chee, alias Li-Lam-Kwai, who has no connection whatever with the former.

CHINESE ANARCHISTS.

The arrest of the six men who were brought down from Peking last week, says the *Peking Times* on 14th October, does not seem to have satisfied the Peking authorities that the real culprits have been traced, or that all danger is past. It is not generally known, we think, that on the same day as the outrage a bomb was found to have been laid on the floor a short distance beyond Fengtai, but like the one in Peking it appears to have exploded with too much previous delay to have done any harm. The story has been kept quiet here, but the Sincian native papers ventilated it, and we have had it privately corroborated. The story of the man found on the roof of Tsun Fang's house which we published on a private authority is also true, and is corroborated by a memorial from Censor Cheng Heng-ching, who is much concerned at the failure of the Peking detectives to arrest any of the party which is now terrorising the Capital. He urges that the Courtship set aside a definite time for the arrest of the culprits otherwise they will never be caught, and that the Commissioners' departure will be indefinitely delayed. He points out that the boldness of the ruffian in Tsun Fang's roof was shouting out "uo lai leio" or, "come" was very significant, that there are not only more of them but also of their determination. He has therefore petitioned the Throne to allow only ten days for the arrest of all the band, and to maintain that if the officials and police go to work diligently and search all the tea shops and places where such ruffians usually resort they will effect something and set the public mind

at test.

An Imperial Edict consequently directs that Naing and Yuan Shi-kai shall take steps for an "immediate arrest" of the guilty parties and report the same to the Throne. Such an order, insures that arrests of some sort will be made, and a report will doubtless shortly be sent in, and that the chief culprits have been secured, and a few heads will probably pay the penalty for some body's death. This will be usual call-forth words of praise and official restore the Imperial attributes, however, but we have very little doubt that the party working against the dynasty is still clever enough to keep out of harm's way, and the report which we alluded to yesterday, is a remount attempt on the Empress Dowager's person as is so often the case. The Empress Dowager, as is so often the case, reached the Palace at an unpropitious hour, and made when the Court was on its way back to Peking, and the time of her departure was therefore kept a secret even from the Palace officials. The order to prepare for the trip instead of being given two or three days in advance as usual, was only given a few hours before and when the procession started on the 8th from the Summer Palace, accompanied it and the strong military escort was taken of having additional precautions taken of that occupied by empty chairs in front of that occupied by the Empress Dowager, so that if any treachery in the ranks had been attempted the assassin would have been taken by surprise. The position was too strong, or too well guarded, for any such attempt. The Empress Dowager was thrown off the scent, for such a thing never occurred to mar the journey. Such state affairs, however, only serve to show how weak and feeble a condition the Court and official world of Peking are in, and we can presume that the Chinese who know the inwardness of their own people better than the foreigners, are conscious of their unsuccess-

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 25th at 11.50 a.m. The barometer has risen in Luzon and N.E. Japan, and fallen over China and Formosa.
The typhoon is situated to the W. of Luzon, and it apparently continues to move towards W.N.W.
Pressure is highest in a belt extending from the E. coast of China to N.E. Japan.
Strong N.E. winds may be expected in the Formosa Channel, and strong N. and N.E. winds to gales over the N. part of the China Sea.
Overcast.—Fresh N.E. winds; fair.

**Over Two Years of Awful Suffering—
Eyes Stuck Together and Would
Bleed When Washed Open in the
Morning—Every Lash Fell Out.**

ANOTHER WONDERFUL
CURE BY CUTICURA

"I feel it my duty to tell of two most wonderful cures of sore-eyes by Cuticura Ointment. My little son had an attack of measles which left the eyes in a shockingly bad state. The lids became inflamed and sore and every lash fell out. For two years and ten months I tried many eye ointments and lotions, besides following every advice given me, but nothing seemed to do them any good. They would swell in the morning, and I had to bathe them in warm milk and water, which was a very trying duty, as the eyelids would always bleed, causing the child untold suffering.

"I then heard a lot about Cuticura Ointment, so I thought I would try it, and from the first application I have had cause to be thankful. Before the ointment a box of Ointment and a bottle of Cuticura showed signs of growing, and at the end of a few months he had a crop of lashes of which any person might be proud.

"I then recommended Cuticura to a Mrs. Phillips for her child, who also had sore eyes, and her little one was cured with less than one box. I have since visited dozens of people to use Cuticura Ointment, often stopping them in the street, as I did Mrs. Phillips, who was a total stranger to me. I have gained implicit faith in it that I have written to relatives in England and Ireland telling them of its wonderful virtues, and asking them to recommend it to any sufferers they might know."

"I am sending you this testimonial of my own cure in the hope that others may be benefited as we have been."

Witness, Mrs. C. Todd, Old South Road, Waverly, Sydney, N. S. W., Australia, Messrs. R. Towns & Co., Sydney.

Cuticura Soap, Ointment and Pills are sold by: Paris, 110 rue de la Madeleine; London, 10, Abchurch Lane; New York, 150 Nassau St.; Philadelphia, R. Towns & Co., Sydney; Melbourne, 100 Collins St.; San Francisco, 105 California St.; New Orleans, 100 Poydras St.; New York, 150 Nassau St.; New York, 150 Nassau St.; New York, 150 Nassau St.

9-12

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO. LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.
Call Flag W.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [55]

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.63 m.m.
 With CHAMBER for 10 CARTRIDGES
 FIRING 10 SHOTS in 2 SECONDS.
SIEMSSSEN & CO.
 2nd October, 1900.

DR. NEWELL WILSON.
DENTIST.

Latest American Methods.
Reasonable Fees.
No charge for examinations.
Office hours 2 A.M. to 5 P.M.
No. 2, PEDDER STREET (next to the
General Post Office and opposite to the side
entrance to the Hongkong Hotel).
Hongkong, July 5th, 1917. 1370

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, at the Daily Press Office, 11th May, 1905.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Telegraphic Address: PUNSON, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No 12

NEW ADVERTISEMENT

THE HONGKONG ELECTRIC CO., LD.
NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the FINAL CALL of \$5.00 (five dollars) per Share has been made, and is PAYABLE at the Company's Office, 8, Queen's Road Central, on or before 1st December, 1905.

Shareholders are requested when paying the above-mentioned call to send to the Company's Agents their Provisional Share Certificates for endorsement.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 25th October, 1905. 2427

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
TALLANCE CROWN
TAKING LUNG
ARNHOLD, KARBERG & CO.
Sole Agents.

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 2888. AIR GUNS and AMMUNITION.

WM. SCHMIDT & CO.
Hongkong, 23rd November, 1902. 2349

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., and POCHOUGH
LAQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. 2355

SURGEON DENTIST,
No. 10, JAGULLAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 2174

DR. M. H. CHAUN,
THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. 2056

J. WATT JAMESON & CO.,
MARINE
SALVAGE
ENGINEERS.

THIS COMPANY POSSESSES THE
MOST POWERFUL & EFFICIENT
SALVAGE MACHINERY.
CONTRACTS UNDERTAKEN.
TELEGRAPHIC INSTRUCTIONS ACTED UPON
IMMEDIATELY.

The Company has the powerful steamer
City of Birmingham (287 Tons, 750 H.P.)
specially equipped with necessary Gear for
Salvage purposes, always ready at Short Notice.

Telegraphic Address:—
"SALVAGE-HONGKONG" HOTEL MANSIONS.
A.B.C. 4th Edition, & 4th Floor
A.I. Codes.

Agents for Messrs. SIBBE, GORMAN & Co
Submarine Engineers, Makers of all classes
of Diving Gear, London.
Hongkong, 3rd October, 1905. 2265

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in China and Japan for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with IMPRO-
VED CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CANTON every fortnight
For Freight and further particulars, apply to

DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1898

NOW READY.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG
for Demand Drafts on London on the day of
preceding the Departure of the English Mail
also Table of Yearly Approximate Averages
FOR 21 YEARS
FROM
1874 to 1904.
Price \$2 Cash. On Sale at the "DAILY
PRESS" OFFICE, or Local Booksellers.
Hongkong, 11th May, 1905.

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1905. With INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office
Hongkong 17th July, 1905.

INTIMATIONS.

WANTED.

CAPABLE EXPERIENCED SALES-
MAN as soon as possible. German
preferred. Suitable man could eventually be
entrusted with responsible position in Const-
port.

Apply by letter to—
"SALESMAN"
Care of "Daily Press" Office.
Hongkong, 24th October, 1905. 2113

WANTED.

A YOUNG SCOTCHMAN desires
SITUATION in Shipping Office.
Nine years' experience in various Departments—
General Stores and Marine Insurance. Cor-
respondence, Typewriting (Hammond), Pittman's
Shorthand. Excellent Testimonial.

Apply
Care of "Daily Press" Office.
Hongkong, 21st October, 1905. 2133

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED.

TYPEWRITING WORK UNDER-
TAKEN. Charges moderate.

F. A. V. RIBEIRO
(date of the Hongkong Typewriting Bureau).
31, Queen's Road Central (Second Floor).
Hongkong, 25th October, 1905. 2148

CHRISTMAS GREETINGS IN
ADVANCE.

An early opportunity to those wishing to
send Greetings to their relatives and
friends at Home.

I have just opened a packet of RAPHAEL
TUCK AND SON'S XMAS AND NEW YEAR
CARDS of various Pretty Designs and
Descriptions. Specially Selected to suit the
taste of young and old. Moderate prices and
the usual 10% discount for cash.
Inspection earnestly solicited.

H. RUTONJEE,
No. 5, D'Almeida Street,
or
33 & 35, Elgin Road, Kowloon.
Hongkong, 25th October, 1905. 2149

KOWLOON CUSTOMS NOTIFICATION.

WRECK IN CANTON RIVER.

THE Chinese Torpedo-boat *Lou Tai* (雷虎)
sunk in Canton River is marked by a
junk which carries a red flag by day, and two
white lights (one under the other) from one
yard arm and one white light on the opposite
yard arm by night. Vessels passing should do
so on the side of the two lights. The junk is
moored close to the wreck in 25 feet low water.
The bearings are:
North end of LANKIT ISLAND
N. 56° W. about 51 miles.
CHEUNG POINT N. 28° W. about
61 miles.

T. E. COCKER,
For Acting Commissioner of Customs,
Kowloon District.

Custom House,
Kowloon, 25th October, 1905. 2142

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 22 of 1905.

NOTICE OF INTENDED DIVIDEND.

Re the YUE FAT BANK, lately trading at
No. 131 Wing Lok Street, Victoria,
Hongkong, as Bankers.

Receiving Order dated 6th day of April, 1905.
Adjudication Order, 11th May, 1905.

A FIRST DIVIDEND is intended to be
declared in the above matter.

Creditors who have not proved their debts by
the 21st day of November, 1905, will be excluded.
Dated this 19th day of October, 1905.

G. A. HASTINGS,
Trustee,
38, Queen's Road Central.
Hongkong. 2374

GOVERNMENT NOTIFICATION.

INFORMATION has been received from
the Naval Authorities that TORPEDO
RUNNING will be carried on from the range
at LAI-CHI-KOK from THURSDAY, the
26th instant.

By Command,
T. SERCOMBE SMITH,
Colonial Secretary,
Hongkong, 23rd October, 1905. 2367

GOVERNMENT NOTIFICATION.

INFORMATION has been received that 15
pr. B.L. and MAXIM GUN PRACTICE
will take place from a position on the Northern
Shore of Stonecutters' Island in a West-North-
Westerly direction at targets placed on the
slope of Chung Hue at a range of about 3,500
yards and also anchored barrel targets, at 630
a.m. on the 23rd October, and at 3 p.m. on the
28th October, 1905, if the range is clear.

By Command,
T. SERCOMBE SMITH,
Colonial Secretary,
Hongkong, 21st October, 1905. 2356

GOVERNMENT NOTIFICATION.

INFORMATION has been received that 15
pr. B.L. and MAXIM GUN PRACTICE
will take place from a position on the Northern
Shore of Stonecutters' Island in a West-North-
Westerly direction at targets placed on the
slope of Chung Hue at a range of about 3,500
yards and also anchored barrel targets, at 630
a.m. on the 23rd October, and at 3 p.m. on the
28th October, 1905, if the range is clear.

By Command,
T. SERCOMBE SMITH,
Colonial Secretary,
Hongkong, 21st October, 1905. 2356

GOVERNMENT NOTIFICATION.

INFORMATION has been received from
the Military Authorities that GUN
PRACTICE will be carried out as under—
On WEDNESDAY, 1st NOVEMBER—
From Eastern Defences, towards entrance to
Junk Bay, at ranges up to 6,000 yards,
commencing at 9.30 a.m. and finishing at
12 Noon.

On FRIDAY, 3rd NOVEMBER—
From Eastern Defences, towards entrance
to Junk Bay and towards Waglan, at
ranges up to 12,000 yards, commencing
at 9.30 a.m. and finishing at 12 Noon.

If the weather is unfavourable on either of
the above dates, practice will take place on the
following day.

All ships, junks and other vessels are to keep
clear of the ranges.

BASIL TAYLOR,
Harbour Master, etc.,
Hongkong, 21st October, 1905. 2357

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW (FRIDAY) and SATURDAY
the 27th & 28th October, commencing each day
at 2.30 p.m. sharp, at their SALES ROOMS,
No. 8, Des Vœux Road, corner of
Des Vœux Street.

A LARGE ASSORTMENT OF
OLD PEKIN CURIOS.
Comprising—
OLD CHINA VASES, WALL PLATES
and INCENSE BURNERS, CLOISONNE
VASES and WALL PLATES, OLD
BRONZES, SNUFF BOTTLES, CARVED
WOOD ORNAMENTS, TEMPLE
PALACE and WALL HANGINGS, SILK
EMBROIDERIES, &c., &c., &c.

Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 24th October, 1905. 2140

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of
the Letting by Public Auction Sale, to be
held on MONDAY, the 30th day of October,
1905, at 3 p.m., at the Offices of the Public
Works Department, by order of His Excellency
the Governor, of One Lot of Crown Land
adjoining Land Building Lot 4 at Deep
Water Bay, in the Colony of Hongkong, for a
term of 75 years, commencing from 22nd June,
1888.

PARTICULARS OF THE LOT.

Boundary Measurements:
ft. in. E. W.
500 200 200 200 112,000 225 500

Annual Rent:
£ 1

Public Auction.

MESSRS. HUGHES & HOUGH have
received instructions from the MORT-
GAGEE to offer for sale by Public Auction
On WEDNESDAY,
the 26th NOVEMBER, 1905, at 3 o'clock in the
afternoon, at their SALES ROOMS, 100
Horse Street, Victoria, Hongkong,
THE FOLLOWING
VALUABLE FREEHOLD PROPERTY
situate at Sowkwan, in the Colony of Hong-
kong, namely, all that piece or parcel of ground
situate at Sowkwan, aforesaid, and registered
in the Land Office as Sowkwan Lot No. 33 of
area of 1242 square feet or thereabouts, together
with the Messuages or Tenements thereon
known as Nos. 36 & 37 Sowkwan Road.
The premises are held for the residue of the
term of 99 years from 3rd January, 1904, at
the annual Crown Rent of \$4.00.
Particulars and conditions of sale can be
obtained from
MR. O. D. THOMSON,
Solicitor for the Vendor;
or from the Auctioneers.
Hongkong, 21st October, 1905. 2380

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT

MARUNO-UCHI, TOKIO.
Cable Address, "IWAHAKI,"
which applies to all Branch Offices and Hong-
kong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Code
used.

All Letters Addressed—
MANAGER, MITSU BISHI CO., with name of
place and
BRANCH OFFICES—
NAGASAKI, MOI, KOBE, KARATSU
and HANKOW.

AGENCIES—
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: MACDONALD & CO.
CHINKIANG: GEORGE & CO.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Impe-
rial Japanese Navy and Foreign Navies; the
Imperial Armies, the Imperial Railway
Savoie, Kishu and the other Principal Rail-
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila, North
China, Korean ports and America.

SOLE PROPRIETORS of Takashima,
Ochi, Shinmei, Namatsu and Kami-Yamada
Collieries and also Hojo Colliery, which will
shortly be ready to produce on a large scale the
best Buzen Coal.

Sole Agents for Kigyo, Komatsu (Tagawa)
and Yashimochi Coal (Karatsu).
The Head and Branch Offices and the Agen-
cies of the Company will receive any order for
Coal produced from the above Collieries.
Coal sold in 1904 by the Company amounted to
1,520,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima
Colliery have been completed and this well-
known best and most economical steam Coal in
the East is now produced in abundance and
can be supplied in any quantity.
Hongkong, 15th February, 1905. 2108

THE
DIRECTOR AND
FOR 1905

Complete Edition ... \$10.00
Small ... 6.00

Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers

NOTICES OF FIRMS.

NOTICE.

I have this day RESUMED CHARGE of
the Company's Affairs at this Port.
E. A. HEWETT,
Superintendent,
P. & O. S. N. Co.
Hongkong, 23rd October, 1905. 2335

NOTICE.

I HEREBY GIVE NOTICE that on the
1st day of October, 1905, I admitted
into partnership in the business carried on by me
under the style of MACDONALD & Co., Mr.
JOHN WILKIE, and the business will hence-
forth be carried on by myself and the said
JOHN WILKIE under the style of MAC-
DONALD & Co.

D. MACDONALD.
Hongkong, 23rd October, 1905. 2336

PUBLIC COMPANIES

THE UNION INSURANCE SOCIETY
OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the UNION INSURANCE
SOCIETY OF CANTON, LIMITED, will be
held at the Registered Office of the Society
No. 1, QUEEN'S BUILDINGS, Victoria, in the
Colony of Hongkong, on SATURDAY, the 4th
day of November, 1905, at twelve o'clock, Noon,
when the following resolution will be proposed—
That the provisions of the Memorandum of
Association of the Society be altered by insert-
ing therein immediately after the words:
"The Maintenance of Risks which are deemed
"necessary" the words "and also the entering
"into partnership or into any arrangement for
"sharing profits of interest or co-operation
"joint adventure reciprocal concession or other-
"wise with any person or Company carrying
"on or engaged in or about to carry on or
"engage in any business or transaction which
"the Society is authorized to carry on or en-
"gage in as a business or transaction capable of
"being conducted so as directly or indirectly
"to benefit the Society, and also the taking or
"otherwise acquiring and holding the whole or
"any number of shares in any Company having
"objects altogether or in part similar to those
"of the Society or carrying on any business
"which the Society is authorized to carry on or
"any business capable of being conducted so as
"directly or indirectly to benefit the Society
"and also the investing of the moneys of the
"Society in any manner which may from time
"to time be determined, and that the objects of
"the Society be altered accordingly.

Should the resolution be passed by the required
majority it will be submitted for confirma-
tion as a special resolution to a second extra-
ordinary meeting which will be subsequently
convened.

FORMS OF PROXIES can be obtained from the
undersigned.

Hongkong, 21st October, 1905.
By Order of the Board,
W. J. SAUNDERS,
Secretary. 2333

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$40 per Share for the
year 1904, equivalent to 40 per cent. on the
paid-up Capital of \$100 per Share, has been
declared.

WARRANTS will be issued on the 20th
October.

By Order of the Board,
W. J. SAUNDERS,
Secretary. 2373

INSURANCES

UNION OF PARIS FIRE INSURANCE
COMPANY, LIMITED

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.

SIEMSEN & CO.
Hongkong, 1st January, 1904. 13

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904,
£17,161,299.

I. AUTHORIZED CAPITAL, £2,000,000
SUBSCRIBED CAPITAL, £2,750,000
PAID-UP CAPITAL, £87,500 0 0
II. FIRE FUNDS, £3,001,268 12 9

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 30th June, 1905. 1567

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 181

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILL ANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September, 1905. 2165

BOARD AND RESIDENCE.

FURNISHED BEDROOM with BOARD
in best part of Kowloon. Moderate
terms.

Apply—
Care of "Daily Press" Office.
Hongkong, 25th September 1905. 2167

FIRST-CLASS BOARD & RESIDENCE

"BRASIDE"

A LARGE and COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining
and Reception Rooms, Large Library and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour. Terms moderate.

Apply to—
"Braside," 20, Macdonnell Road,
(late of "Tang Yuen").
Hongkong, 27th June, 1905. 1535

TO LET.

TO LET.

NO. 3, OBSERVATORY VILLAS.
KOWLOON. Five Roomed House
Tennis Court.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 13th June, 1905. 1434

TO LET.

SEVEN EUROPEAN HOUSES, late
of Blackhead & Co. and Shawan, Tones &
Co.'s Offices. Ground Floors and Top Floors
with Godowns can be let separately on leases.
Apply to—
CHUNG SHUN KOO,
First Floor, No. 10, Queen's Road Central
Hongkong, 19th July, 1905. 192

TO LET.

NO. 11, GAGE STREET, Eight Rooms,
from 1st June, 1905.
Apply to—
E. A. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 13th May, 1905. 119

TO LET.

GODOWN, No. 3, NEW PRAYA,
Kennedy Town.
Apply to—
HONGKONG LAND INVESTMENT
& AGENCY CO., LD.
Hongkong, 29th June, 1905. 1539

TO LET OR FOR SALE.

DUNHEVED 33, Robinson Road.
Apply to—
HO U. MING,
81, Queen's Road Central.
Hongkong, 17th June, 1905. 953

TO LET.

THE First-floor of YORK BUILDINGS
Opposite Messrs. Gault & Co.
For Offices.
Apply—
KELLY & WALSH, LD.
Hongkong, 4th September, 1905. 2061

TO LET.

NO. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 20th July, 1905. 1707

TO LET.

AT SEAVIEW, WANCHAI, Gap Road,
Facing Harbour and surrounded with
Garden, 1st and Top-floor containing 4 Airy
Rooms with Gas, Kitchen, & Bathroom on each.
Apply to
Mrs. G. ALLEN,
or to
Mrs. H. WHITE, No. 4, Blue Buildings.
Hongkong, 17th October, 1905. 2222

TO LET.

NO. 1, WEST END TERRACE.
FIRST FLOOR of No. 10, Queen's
Road Central.
Apply to—
WANG HING, 10, Queen's Rd. Central.
Hongkong, 13th October, 1905. 2329

TO LET.

NO. 74, CAINE ROAD.
Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 184

TO LET.

EUROPEAN HOUSES in LOCHIEL
TERRACE, Kowloon; with immediate
possession. Apply to—
CHINA MERCHANTS S.N. Co.,
15 & 16, Connaught Rd., Praya West.
Hongkong, 14th October, 1905. 2333

TO LET.

"THE EYRIE," Peak.
1, DES VŒUX VILLAS, Peak.
Nos. 5, 6 & 21, BELILION TERRACE.
BUNGALOW (Furnished), at New Terri-
tory, Kowloon, 4 Rooms, Low rental.
2nd FLOOR in Central position, containing
Four Large Rooms, Ante-room and Lavatory,
&c., with use of Electric Lift. Well suited for
Offices.
Apply to—
Linstead & Davis,
3rd Floor, Alexandra Buildings,
Hongkong, 29th August, 1905. 1936

TO LET.

NO. 3, GRANVILLE AVENUE, KOW-
LOON. Electric light. Immediate
possession.

SHIPPING.

ARRIVALS.
ANDRE RICKMERS, German str., 1,020, H. Kohn, 25th Oct.,—Bangkok 15th Oct., Rangoon and Wood.—Butterfield & Swire.
DEEN OF MAINS, British str., 2,975, P. Singer, 24th Oct.,—Shanghai 21st Oct., General.—Nippon Yusen Kaisha.
ELIZABETH RICKMERS, German steamer, 907, Gotsche, 25th Oct.,—Bangkok 18th Oct., Rangoon and Wood.—Butterfield & Swire.
EMPEROR OF INDIA, British str., 3,432, E. Beetham, 25th Oct.,—Vancouver 2nd Oct., and Shanghai 2nd Oct., Mails and General.—C. P. & Co.
HAITAN, British str., 1,183, J. S. Rouch, 25th Oct.,—Fochow 22nd Oct., Amoy 23rd Oct., and Swatow 24th, General.—Douglas Lapraik & Co.
KWANGLOE, Chinese str., 25th October, from Canton.
MACHUKU, German str., 1,009, H. Harjes, 25th October, —Bangkok 17th October, Rangoon and Wood.—Butterfield & Swire.
MEERPOO, Chinese str., 1,211, E. Stephen, 25th October, —Shanghai 22nd October, General.—C. M. S. N. Co.
SHAOHING, British steamer, 25th October, from Canton.

CLARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 25th October.
Carl Diederichsen, German str., for Hoihow.
Kwangyang, British str., for Shanghai.
Messing, British str., for Kuda.
Messing, Chinese str., for Canton.

DEPARTURES.

HANOI, French str., for Hoihow.
 25th October.
BENMOHE, British str., for Nagasaki.
DAONY, Norwegian str., for Canton.
DORIED, British str., for London.
HAIMEN, British str., for Amoy.
HALVARD, Norwegian str., for Kobe.
HUK, French str., for Hoihow.
LAUNAG, British str., for Calcutta.
PRINZ SIGISMUND, German str., for Yokohama.
SHAWMUT, American str., for Tacoma.
VOEWAGEN, German str., for Peking.
Vik, German str., for Shanghai.
ZIETEN, German str., for Europe.

SHIPPING REPORTS.

The German str. **Andree Rickmers** reports: Stormy N.E. monsoon and heavy sea.
 The Chinese str. **Meefoo** reports: Moderate to fresh N. and N.E. winds and fine weather.
 The British str. **Haitan** reports: Strong to light N.E. and E. winds and fine weather throughout.
 The German str. **Elisabeth Rickmers** reports: From Cape Padaran bad strong N.E. and N.E. gale wind with a heavy N.E. squall.
 The German str. **Nicholas** reports: From Bangkok to Cape Padaran fair weather and light winds. From there till arrival strong N.E. monsoon with heavy sea and frequent rain.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Anglin.
KOWLOON DOCKS.—Dr. H. J. Kiser, Taiwan, Kohsichang, Hainan, Taino, Helene, Hongkong, St. Enoch, Kentmore, Holmsten.
COSMOPOLITAN DOCK.—Doric.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 The Steamship

"EMPIRE."
 Captain Helms, will be despatched for the above ports on WEDNESDAY, the 1st November, at noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.

Hongkong, 12th October, 1905. [2323]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 The Steamship

"COROMANDEL."
 Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 4th November, at noon, taking passengers and cargo for the above ports in connection with the Company's a.s. **Mongolia**, 9,500 tons, in which vessel passengers' accommodation is from Colombo, Suez and Valparaiso, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. **Egypt** due in London on 16th December.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.

Hongkong, 24th October, 1905. [1]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE
 VIA NEW GUINEA.

STEAM FOR
FRIEDRICH-WILHELMSHAFEN,
HERBERTSHOEHE, MARUPI, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 14th November, at Noon, the Steamship **"PRINZ SIGISMUND,"** Captain Lena, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further particulars, apply to
MELCHERS & CO.,
 Agents.

Hongkong, 24th October, 1905. [2377]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	BENVENUE	Brit. str.	—	Kroble	GIBB, LIVINGSTON & CO.	About 30th inst.
LONDON, &c., via USUAL PORTS OF CALL.	COROMANDEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On 4th Nov., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 8th Nov.
LONDON, AMSTERDAM & ANTWERP.	MACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Nov.
LONDON, AMSTERDAM & ANTWERP.	KINTUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st Nov.
LONDON, AMSTERDAM & ANTWERP.	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th Dec.
AMSTERDAM, LONDON & ANTWERP.	HECTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst., at 1 p.m.
MARSEILLES, &c., via PORTS OF CALL.	OCEANIAN	Brit. str.	—	Courat	MELCHERS & CO.	On 8th Nov., at Noon.
BUENOS AIRES & PORTS OF CALL.	PRINCESS ALICE	Ger. str.	—	Ch. Polack	MELCHERS & CO.	Quick despatch.
COPENHAGEN & BALTIC PORTS.	BOUSSIA	Ger. str.	—	Hahn	HAMBURG-AMERIKA LINIE	On 1st Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SERBIA	Ger. str.	—	Hoffschmidt	HAMBURG-AMERIKA LINIE	On 10th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SENDEGAMBIA	Ger. str.	—	Peter	HAMBURG-AMERIKA LINIE	On 18th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LARSEN	Ger. str.	—	Mayordierks	HAMBURG-AMERIKA LINIE	On 25th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	—	Hildebrandt	HAMBURG-AMERIKA LINIE	On 13th Dec.
GENOA, MARSEILLES & LIVERPOOL.	CALCHAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th Nov.
GENOA, MARSEILLES & LIVERPOOL.	GLAUCOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th Dec.
TRIESTE, &c., via SINGAPORE, &c.	SILESIA	Aust. str.	—	L. de Stabile	TO-morrow, P.M.	About 31st Dec.
NEW YORK VIA PORTS & SUEZ CANAL.	NEW CASTLE	Brit. str.	—	Habel	SANDER, WILBER & CO.	About 11th Nov.
NEW YORK VIA PORTS & SUEZ CANAL.	SCUTTLER	Brit. str.	—	Nicholas	STANDARD OIL CO.	About 24th Nov.
NEW YORK VIA PORTS & SUEZ CANAL.	INDRANI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 15th Dec.
VANCOUVER, via SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 1st Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	HYADES	Am. str.	2 m.	Geo. Wright	CANADIAN PACIFIC R. CO.	On 15th Nov.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN.	PHOSPHOR	Brit. str.	1 m.	—	DODWELL & CO., LIMITED.	On 20th Nov.
SEATTLE VIA SHANGHAI & JAPAN.	DAKOTA	Am. str.	—	E. Francke	BUTTERFIELD & SWIRE	On 9th Nov.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARABIA	Ger. str.	—	Matzenich	PORTLAND & ASIATIC S.S. CO.	About 2nd Nov.
AUSTRALIAN PORTS VIA MANILA.	EMPIRE	Brit. str.	1 m.	Helm	BUTTERFIELD & SWIRE	On 7th Nov., at Daylight.
AUSTRALIAN PORTS VIA ZAMBOANGA.	TAUHAN	Brit. str.	1 m.	Lens	BUTTERFIELD & SWIRE	On 2nd Nov.
AUSTRALIAN PORTS VIA F. WILHELMSHAFEN.	PRINZ SIGISMUND	Ger. str.	1 m.	Filler	MELCHERS & CO.	On 14th Nov., at Noon.
VLADIVOSTOK.	ANDALUSIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 1st Nov., at 5 p.m.
JAPAN.	TIPANAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	PALEMO	Brit. str.	1 m.	E. G. Andrews	P. & O. S. N. Co.	About 6th Nov.
KOBE AND SAN FRANCISCO.	HAZEL DOLLAR	Brit. str.	—	Cross	ARNOLD, KADDER & CO.	On 31st inst.
TIEN-TSIN VIA SWATOW & CHEFOO.	ESANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 23rd inst., at 3 p.m.
SHANGHAI.	SHAOHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst., at 10 a.m.
SHANGHAI VIA SWATOW, AMOY & FOCHOW.	FAITHFUL	Nor. str.	1 m.	Haraldsen	OSAKA SHOSHEN KAISHA	On 1st Nov., at 4 p.m.
SHANGHAI.	CHOTANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	About 2nd Nov.
SHANGHAI VIA SWATOW, AMOY & FOCHOW.	BENGAL	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On 8th Nov., at 10 a.m.
AMOY VIA SWATOW & AMOY.	THURMUPH	Ger. str.	1 m.	A. Hansen	OSAKA SHOSHEN KAISHA	On 1st Nov., at 10 a.m.
TAMBU VIA SWATOW & AMOY.	PROMISE	Nor. str.	—	Thorsten	OSAKA SHOSHEN KAISHA	On 29th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW.	DAIGI MARU	Jap. str.	1 m.	S. Tagami	DOUGLAS LAPRAIK & CO.	On 31st inst.
SWATOW, CHEFOO & TIEN-TSIN.	HAITAN	Brit. str.	2 h.	J. S. Rouch	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA.	CHIHILI	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
MANILA VIA AMOY.	YUENSANG	Brit. str.	—	A. H. Notley	SHEWAN, TOMES & CO.	To-morrow, at 10 a.m.
MANILA.	RUBI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst.
MANILA DIRECT.	TEAN	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 4th Nov., at Noon.
SINGAPORE, PENANG & CALCUTTA.	ZAFIRO	Brit. str.	—	J. G. Oliffent	JARDINE, MATHESON & CO.	On 31st inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA.	GEORGEY APCAR	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th Nov., at 3 p.m.
BATAVIA, CHEMBOR, SAMARANG, &c.	NIPANAS	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	About 8th Nov.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific in the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel.
 12 DAYS YOKOHAMA to VANCOUVER.
 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	LEAVE HONGKONG	ARRIVE VANCOUVER.
"ATHENIAN"	3,582 Tons	WEDNESDAY, 1st Nov. 25th Nov.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 15th Nov. 8th Dec.
"TARTAR"	4,425	WEDNESDAY, 29th Nov. 23rd Dec.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 13th Dec. 3rd Jan.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 10th Jan. 31st Jan.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £260; via New York £32.
 Intermediate on Steamers: £40, " " £42.
 and 1st Class Rail: " " " "

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal ports and AROUND THE WORLD.
 SPECIAL RATES (first class only) granted to Miscellaneous, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent
 Corner Pedder Street and Praya, opposite Blake Pier

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA"

(EACH TONS 20,718 GROSS REG.)
 Will be despatched from HONGKONG as follows:

"DAKOTA," Captain E. FRANKCE, on or about THURSDAY, 2ND NOVEMBER.
 "MINNESOTA," Captain J. H. RINDER, TUESDAY, 19TH DECEMBER.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER, SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
 AGENTS.

Hongkong, 4th October, 1905. 2270

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR
 * MANILA
 TIENTSIN VIA SWATOW AND CHEFOO
 * SHANGHAI
 * SINGAPORE, PENANG & CALCUTTA
 * "NAMANG" Tuesday, 14th Nov., 3 p.m.

These steamers have superior accommodation for First-Class Passengers and are fitted through heat with Electric Light.
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS. 18

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
-----------	-------	---------	-----	---------------

RUBI..... 2540 A. H. Notley..... Manila via Amoy. Fri, 27th Oct., 10 a.m.
 ZAFIRO..... 2540 R. Rodger..... Manila. Sat., 4th Nov., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 24th October, 1905. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
 S.S. "INDEANT," On 15th December.
 For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS

Hongkong, 20th September, 1905. [1004]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN, AND YOKOHAMA FOR SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
-----------	-------	---------	------------------------

"ARABIA"..... 4,433 Metzenich..... November 7th, 1905.
 "ARAGONIA"..... 5,198 Ernst..... November 29th, 1905.
 "NICOMEDIA"..... 4,370 Wegmann..... December 22nd, 1905.
 "NUMANTIA"..... 4,370 Feldmann..... January 7th, 1906.

Through Bills of Lading issued to Pacific Coast Points and a Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 4th October, 1905. 13

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.	Freight & Passengers
-----------	---------------	---------------	----------------------

* BORUSSIA..... HAVRE & HAMBURG..... On 1st Nov. Freight & Passengers
 Capt. Hahn (Calling at Singapore, Penang and Colombo)
 SERBIA..... HAVRE & HAMBURG..... On 10th Nov. Freight.
 Capt. Hoffschmidt (Calling at Singapore, Penang and Colombo)
 SENDEGAMBIA..... HAVRE, BREMEN & HAMBURG..... On 18th Nov. Freight.
 Capt. Peter (Calling at Singapore, Penang and Colombo)
 C. FRED. LARSEN..... HAVRE & HAMBURG..... On 29th Nov. Freight.
 Capt. Meyerdiels (Calling at Singapore, Penang and Colombo)
 SITHONIA..... HAVRE & HAMBURG..... On 13th Dec. Freight.
 Capt. Hildebrandt (Calling at Singapore, Penang and Colombo)
 NUBIA..... NEW YORK VIA SUEZ..... About 31st Dec. Freight.
 Capt. Habel (With liberty to call at the Malabar coast)

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified doctors are carried.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING

12

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."
 Captain J. S. Rouch, will be despatched for the above ports TO-MORROW, the 27th inst., at 4 p.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
 General Managers.
 Hongkong, 24th October, 1905. [2409]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

Tak ing Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"SILESIA."
 Captain L. de Stabile, will be despatched as above TO-MORROW, the 27th October, at p.m.

This steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
SANDER, WILBER & CO.,
 Agents.

Hongkong, 23rd October, 1905. [3]

"BEN" LINE OF STEAMERS.

FOR

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"MENELOUS"	On 7th November.
GLASGOW and LIVERPOOL...	"PINGSUEY"	On 7th November.
GLASGOW and LIVERPOOL...	"HECTOR"	On 14th November.
GLASGOW and LIVERPOOL...	"GLATCUS"	On 14th November.
GLASGOW and LIVERPOOL...	"HYSON"	On 21st November.
GLASGOW and LIVERPOOL...	"PRIAM"	On 28th November.
GLASGOW and LIVERPOOL...	"OANFA"	On 28th November.
GLASGOW and LIVERPOOL...	"AJAX"	On 5th December.
GLASGOW and LIVERPOOL...	"HUICHOW"	On 5th December.
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 12th December.

HOMEWARDS.		
FROM	STEAMERS	DATE
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 7th November.
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 24th November.
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 21st November.
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 5th December.
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 19th December.
GENOA, MARSEILLES and LIVERPOOL	"GLATCUS"	On 20th December.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.		
FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"PINGSUEY"	On 9th November.
HAMA.	"OANFA"	On 1st December.

WESTWARD.		
FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KREMONA"	On 28th October.
	"MACHAON"	On 3rd November.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [9.10]

Hongkong, 18th October, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR SHANGHAI, SWATOW, CHEFOO and HIENTSIN.		
STEAMERS	DATE	TO SAIL
"SHAHSING"	On 26th October.	
"CHIHIL"	On 31st October.	
"TEAN"	On 31st October.	
FOR MANILA, DARWIN, THURSDAY ISLAND, CORKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.		
STEAMERS	DATE	TO SAIL
"TAIYUAN"	On 2nd November.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unvalued Tables, A daily qualified
Surgeon in charge.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 26th October, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
† HYADES	3,753	Gao. Wright	Monday, November 20th
† TREMONT	3,608	T. W. Gardick	Friday, November 24th
† LYRA	4,417	G. V. Williams	Saturday, December 9th
† PLEIADES	3,753	F. G. Farrington	Friday, December 29th

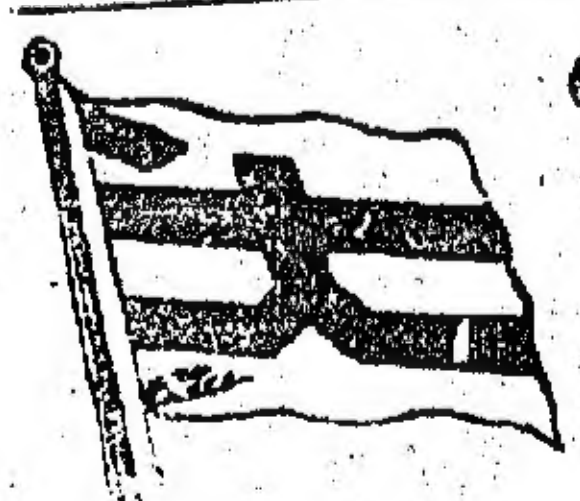
† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAMWUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS. [7]

Queen's Buildings,
Hongkong, 10th October, 1905.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR TAMSUI VIA SWATOW AND AMOY		
STEAMERS	DATE	TO SAIL
"DAIGI MARU"	SUNDAY, 29th Oct.	at 10 A.M.
"S. TAGAMI"	SUNDAY, 29th Oct.	at 10 A.M.
THE CHARTERED S.S.		
STEAMERS	DATE	TO SAIL
"FRITHJOF"	SUNDAY, 29th Oct.	at 10 A.M.
"HARALDEN"	WEDNESDAY, 1st	Nov., at 10 A.M.
"PROMISE"	WEDNESDAY, 8th	Nov., at 10 A.M.
"TRIUMPH"	WEDNESDAY, 8th	Nov., at 10 A.M.
"A. HANSEN"	WEDNESDAY, 8th	Nov., at 10 A.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo, Passage, and further information, apply to the Company's local Branch Office
at No. 3, Des Voeux Road Central.

Hongkong, 20th October, 1905.

T. ARIMA, Manager. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADRN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

STEAMERS	DATE	TO SAIL
PRINCESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

STEAMERS	DATE	TO SAIL
PRINZ EITEL FRIEDRICH	WEDNESDAY	3rd January
GNEISENAU	WEDNESDAY	17th January
ROON	WEDNESDAY	31st January
PREUSSEN	WEDNESDAY	14th February
ZIETEN	WEDNESDAY	28th February

ON WEDNESDAY, the 8th day of NOVEMBER, 1905, at Noon, the Steamship
"PRINCESS ALICE," Captain Ch. Polack, with MAILS, PASSENGERS,
SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 6th November. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 7th November.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 26th October, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	(BENGAL)	About 2nd	Freight and
	W. W. Cooke, R.N.R.	November	Passage.
LONDON & C., VIA USUAL PORTS	(COROMANDEL)	Noon, 4th	See Special
OF CALL	G. M. Montford, R.N.R.	November	Advertisement.
YOKOHAMA, SHANGHAI, PALERMO		About 6th	Freight only.
MOJI and KOBE	E. G. Andrews	November	

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP	(SOCOTRA)	About 8th	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID	W. R. Hickey	November	
and MARSEILLES			

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 26th October, 1905.

VESSELS ON THE BERTH

FOR NEW YORK
VIA PORTS AND SUEZ CANAL.

THE Steamship

"SCHUYLKILL"

Captain Nicholas, will be despatched as above
on or about the 24th November.

For Freight, &c., apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
Hotel Marlborough.

Hongkong, 25th October, 1905. [241]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR"

Captain J. G. Olfert, will be despatched for the
above ports on TUESDAY, 31st inst., at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 24th October, 1905. [2416]

THE ROBERT DOLLAR COMPANY.

FOR KOBE AND SAN FRANCISCO.

THE Company's Steamship

"HAZEL DOLLAR"

Captain Cross, will be despatched for the above
ports on TUESDAY, 31st inst.

For Freight and passenger, apply to
ARNHOLD, KARBURG & CO.,
Agents.

Hongkong, 24th October, 1905. [2412]

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMA-
RANG, SOERABAYA & MACASSAR
(taking cargo to all ports in Netherlands India
on through Bill of Lading).

THE Steamship

"TIJANAS"

Captain Zwart, will be despatched for the above
ports on or about 6th November.

For information as to Freight and Passage,
apply to the
Head Agent of the
JAVA-CHINA-JAPAN LINE
(York Buildings, 1st Floor).

Hongkong, 23rd October, 1905. [2407]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905.

"WRAY CASTLE" ... About

"GHAZIE" ... 11th Nov.

"LOTHIAN" ... to follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 10th October, 1905. [2103-2135]

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."
Subscription, paid in advance, \$12 per annum
Postage to any part of the World \$2

Why not please yourself?
You undoubtedly will if you use

van Houten's Cocoa

It is as beneficial to health
as it is delightful to the taste.

"Pure and unimixed."
"Yields a maximum proportion of the valuable food
constituents of the cocoa bean."—THE LANCET.
"Perfect in Flavour, Pure and well prepared."—
BRITISH MEDICAL JOURNAL.

BEST & GOES FARTHEST.

1035-2

LAURENCE, British str., 1,341, J. B. Jackson, 1st
Oct.—Saigon 27th Sept., Mail and Gene-
ral.—Chinese.

LANSHAN, German str., 2,300, Sperling, 7th
Aug.—Saigon 2nd August, Ballast.—
Jensen & Co.

LISA, Swedish str., 1,577, H. Horn Dahl, 17th
Oct.—Shanghai 13th October, General.—
Chinese.

MAUSANG, British str., 1,644, R. Hayson, 14th
October.—Sundak 8th Oct., General.—
Jardine, Matheson & Co.

PARNOR, British str., 1,229, K. E. Tuelben,
18th Oct.—Manila 13th Oct., Ballast.—
Butterfield & Swire.

POCAHONTAS, British str., 1,740, F. G. Box,
21st October.—Mororan 11th Oct., Coal.—
Doddwell & Co., Ltd.

PONAPE, German str., 1,25, H. Marlene, 6th
Sept.—Ponape 18th Aug.—German Cons l.
ROSEBATH, British str., 1,123, T. Fr. 2er, 13th
October.—Rajung 4th October, Timber.—
Order.

RUBI, British str., 1,619, A. H. Notley, 24th
Oct.—Manila 21st Oct., General.—Shevan
Tombs & Co.

SHAOHSING, British str., 1,307, Northcombe,
22nd Oct.—Shanghai via Swatow 18th Oct.,
General.—Butterfield & Swire.

SILESIA, Austrian str., 3,340, L. de Stabile,
24th Oct.—Kobe 14th Oct., General.—
Bander, Wier & Co.

THYRA, Norwegian str., 2,119, H. Pedersen,
20th Oct.—Kuchineta 14th Oct., Coal.—
Mitsui Bussan Kaisha.

TSIMO, German str., 1,830, A. Kirsch, 16th
Oct.—Saigon 11th Oct., General.—Jensen
& Co.

TSINAN, British str., 1,465, C. Lindbergh, 17th
October.—Sydney 23rd Sept., and Manila
15th Oct., General.—Butterfield & Swire.

YUENSANG, British str., 1,125, P. H. Rolfe,
23rd October.—Manila 20th Oct., General.—
Jardine, Matheson & Co.

ZOROASTER, British str., 2,383, John Ewan,
23rd October.—Moji 17th Oct., Coal.—
Bradley & Co.

SAILING VESSELS.

ECLIPSE, British ship, 2,963, McBryde, 31st
July.—New York 14th April and Auger
13th July, Case Oil.—Standard Oil Co.

ECUADOR, German 4-m. barque, 2,193, O. Drik-
mann, 2nd Sept.—New York 19th May,
Paradise.—Order.

MARTIN'S
APOLLO STEEL
PILLS

A French Remedy for all Irritations of the
Digestive and Urinary Systems, such as
Gastritis, Catarrh of the Bladder, etc., and
all signs of any irregularity of the system, it cures
and restores the system to its normal state.
It is a powerful and reliable remedy, and
is sold in all the principal cities of France and
abroad.

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 24th October, 1905. [2416]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOIR."

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES OF Cargo are hereby informed
that all Goods are being landed at their
risk into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence and/or
from the wharves delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 31st inst. will be subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
7th November or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
undersigned.

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 24th October, 1905. [2417]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND
SHANGHAI.

THE Steamship

"SILESIA"

having arrived, Consignees of Cargo are hereby
informed that cargo will be landed into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the undersigned before
Noon on the 30th inst. or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
30th inst. will be subject to rent.

Bills of Lading will be countersigned by the
undersigned.

DODWELL & CO., LD.,
Agents.

Hongkong, 23rd October, 1905. [7]

NOTICE TO CONSIGNEES.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAMWUT."

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, SHANGHAI
AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.,
Agents.

POST OFFICE NOTICES.

CHRISTMAS AND NEW YEAR PARCEL MAILS, HOMEWARD.

Parcels for the United Kingdom via Gibraltar posted up to 5 p.m. on Friday, the 3rd of November are due in London about the 11th December, and those posted up to 5 p.m. on Friday, the 17th November are due in London about the 11th December.

With an additional fee of 30 cents parcels may be forwarded via Brindisi and if posted before 5 p.m. on the 17th November would accompany the later mail due in London on the 15th December.

Parcels intended for New Year's delivery should also be forwarded by the mail of the 17th November, as the parcel mail of the 1st of December is not due in London till the 8th of January via Gibraltar and the 2nd January via Brindisi.

The rates of postage on ordinary parcels are as follows:—

For a parcel not exceeding 3 lbs. in weight	60 cents.
For a parcel not exceeding 7 lbs. in weight	81.25
For a parcel not exceeding 11 lbs. in weight	11.80

All parcels containing jewelry or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

On Sunday for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 9 a.m.

Mails for NANTAO, SANHUI, KONGMOON, KAUCHUK, *SAMSHUI, *WUCHOW and *CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE.
Saigon	Laois	Thursday, 26th, 10.0 a.m.
Bangkok	Devonport	Thursday, 26th, 11.00 a.m.
Macao	Hongkong	Thursday, 26th, 1.15 p.m.
Shanghai	Shanghai	Thursday, 26th, 3.00 p.m.
Singapore, Penang and Calcutta	Singapore	Thursday, 26th, 3.30 p.m.
Amoy and Manila	Amoy	Friday, 27th, 9.00 a.m.
Macao	Macao	Friday, 27th, 1.15 p.m.
Manila	Manila	Friday, 27th, 3.00 p.m.
Shanghai, Yokohama and Kobe	Shanghai	Friday, 27th, 4.00 p.m.
Bangkok	Bangkok	Saturday, 28th, 11.00 a.m.
Macao	Macao	Saturday, 28th, 1.15 p.m.
Swatow, Chien and Tientsin	Swatow	Saturday, 28th, 2.00 p.m.
Swatow, Amoy and Fenchow	Swatow	Saturday, 28th, 2.00 p.m.
Swatow, Singapore and Bangkok	Swatow	Saturday, 28th, 5.00 p.m.
Macao	Macao	Sunday, 29th, 1.15 p.m.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

EUROPE, &c., INDIA VIA TATTOON (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Hongkong	Tuesday, 31st, 1.15 p.m.
Singapore, Penang and Calcutta	Singapore	Tuesday, 31st, 3.00 p.m.
Manila	Manila	Tuesday, 31st, 3.00 p.m.
Swatow, Chien and Tientsin	Swatow	Wednesday, Nov. 1, 10.00 a.m.
Swatow, Amoy and Fenchow	Swatow	Wednesday, Nov. 1, 11.00 a.m.
Swatow, Singapore and Bangkok	Swatow	Wednesday, Nov. 1, 4.00 p.m.
Macao	Macao	Thursday, Nov. 2, 1.15 p.m.
Singapore, Penang and Calcutta	Singapore	Thursday, Nov. 2, 3.00 p.m.
Manila	Manila	Thursday, Nov. 2, 3.00 p.m.
Swatow, Chien and Tientsin	Swatow	Friday, Nov. 3, 10.00 a.m.
Swatow, Amoy and Fenchow	Swatow	Friday, Nov. 3, 11.00 a.m.
Swatow, Singapore and Bangkok	Swatow	Friday, Nov. 3, 4.00 p.m.
Macao	Macao	Saturday, Nov. 4, 1.15 p.m.
Singapore, Penang and Calcutta	Singapore	Saturday, Nov. 4, 3.00 p.m.
Manila	Manila	Saturday, Nov. 4, 3.00 p.m.

TO-MORROW. Sale, Peking Curries, Sales, RUM, MEERS, Hughes & Hugh, 2.30 p.m.

COMMERCIAL

CLOSING QUOTATIONS.

25th October.

ON LONDON.—

Telegraphic Transfer 111.7

Bank Bills, on demand 111.7

Bank Bills, at 30 days sight 111.7

Bank Bills, at 60 days sight 111.7

Credits, at 4 months sight 111.7

Documentary Bills, at 4 months sight 111.7

ON PANAMA.—

Bank Bills, on demand 247.4

Bank Bills, at 30 days sight 247.4

Bank Bills, at 60 days sight 247.4

Bank Bills, at 90 days sight 247.4

Bank Bills, at 120 days sight 247.4

Bank Bills, at 150 days sight 247.4

Bank Bills, at 180 days sight 247.4

Bank Bills, at 210 days sight 247.4

Bank Bills, at 240 days sight 247.4

Bank Bills, at 270 days sight 247.4

Bank Bills, at 300 days sight 247.4

Bank Bills, at 330 days sight 247.4

Bank Bills, at 360 days sight 247.4

Bank Bills, at 390 days sight 247.4

Bank Bills, at 420 days sight 247.4

Bank Bills, at 450 days sight 247.4

Bank Bills, at 480 days sight 247.4

Bank Bills, at 510 days sight 247.4

Bank Bills, at 540 days sight 247.4

Bank Bills, at 570 days sight 247.4

Bank Bills, at 600 days sight 247.4

Bank Bills, at 630 days sight 247.4

Bank Bills, at 660 days sight 247.4

Bank Bills, at 690 days sight 247.4

Bank Bills, at 720 days sight 247.4

Bank Bills, at 750 days sight 247.4

Bank Bills, at 780 days sight 247.4

Bank Bills, at 810 days sight 247.4

Bank Bills, at 840 days sight 247.4

Bank Bills, at 870 days sight 247.4

Bank Bills, at 900 days sight 247.4

Bank Bills, at 930 days sight 247.4

Bank Bills, at 960 days sight 247.4

Bank Bills, at 990 days sight 247.4

Bank Bills, at 1020 days sight 247.4

Bank Bills, at 1050 days sight 247.4

Bank Bills, at 1080 days sight 247.4

Bank Bills, at 1110 days sight 247.4

Bank Bills, at 1140 days sight 247.4

Bank Bills, at 1170 days sight 247.4

Bank Bills, at 1200 days sight 247.4

Bank Bills, at 1230 days sight 247.4

Bank Bills, at 1260 days sight 247.4

Bank Bills, at 1290 days sight 247.4

Bank Bills, at 1320 days sight 247.4

Bank Bills, at 1350 days sight 247.4

Bank Bills, at 1380 days sight 247.4

Bank Bills, at 1410 days sight 247.4

Bank Bills, at 1440 days sight 247.4

Bank Bills, at 1470 days sight 247.4

Bank Bills, at 1500 days sight 247.4

Bank Bills, at 1530 days sight 247.4

Bank Bills, at 1560 days sight 247.4

Bank Bills, at 1590 days sight 247.4

Bank Bills, at 1620 days sight 247.4

Bank Bills, at 1650 days sight 247.4

Bank Bills, at 1680 days sight 247.4

Bank Bills, at 1710 days sight 247.4

Bank Bills, at 1740 days sight 247.4

Bank Bills, at 1770 days sight 247.4

Bank Bills, at 1800 days sight 247.4

Bank Bills, at 1830 days sight 247.4

Bank Bills, at 1860 days sight 247.4

Bank Bills, at 1890 days sight 247.4

Bank Bills, at 1920 days sight 247.4

Bank Bills, at 1950 days sight 247.4

Bank Bills, at 1980 days sight 247.4

Bank Bills, at 2010 days sight 247.4

Bank Bills, at 2040 days sight 247.4

Bank Bills, at 2070 days sight 247.4

Bank Bills, at 2100 days sight 247.4

Bank Bills, at 2130 days sight 247.4

Bank Bills, at 2160 days sight 247.4

Bank Bills, at 2190 days sight 247.4

Bank Bills, at 2220 days sight 247.4

Bank Bills, at 2250 days sight 247.4

Bank Bills, at 2280 days sight 247.4

Bank Bills, at 2310 days sight 247.4

Bank Bills, at 2340 days sight 247.4

Bank Bills, at 2370 days sight 247.4

Bank Bills, at 2400 days sight 247.4

Bank Bills, at 2430 days sight 247.4

Bank Bills, at 2460 days sight 247.4

Bank Bills, at 2490 days sight 247.4

Bank Bills, at 2520 days sight 247.4

Bank Bills, at 2550 days sight 247.4

Bank Bills, at 2580 days sight 247.4

Bank Bills, at 2610 days sight 247.4

Bank Bills, at 2640 days sight 247.4

Bank Bills, at 2670 days sight 247.4

Bank Bills, at 2700 days sight 247.4

Bank Bills, at 2730 days sight 247.4

Bank Bills, at 2760 days sight 247.4

Bank Bills, at 2790 days sight 247.4

Bank Bills, at 2820 days sight 247.4

Bank Bills, at 2850 days sight 247.4

Bank Bills, at 2880 days sight 247.4

Bank Bills, at 2910 days sight 247.4

Bank Bills, at 2940 days sight 247.4

Bank Bills, at 2970 days sight 247.4

Bank Bills, at 3000 days sight 247.4

Bank Bills, at 3030 days sight 247.4

Bank Bills, at 3060 days sight 247.4

Bank Bills, at 3090 days sight 247.4

Bank Bills, at 3120 days sight 247.4

Bank Bills, at 3150 days sight 247.4

Bank Bills, at 3180 days sight 247.4

Bank Bills, at 3210 days sight 247.4

Bank Bills, at 3240 days sight 247.4

Bank Bills, at 3270 days sight 247.4

Bank Bills, at 3300 days sight 247.4

Bank Bills, at 3330 days sight 247.4

Bank Bills, at 3360 days sight 247.4

Bank Bills, at 3390 days sight 247.4

Bank Bills, at 3420 days sight 247.4

Bank Bills, at 3450 days sight 247.4

Bank Bills, at 3480 days sight 247.4

Bank Bills, at 3510 days sight 247.4

Bank Bills, at 3540 days sight 247.4

Bank Bills, at 3570 days sight 247.4

Bank Bills, at 3600 days sight 247.4

Bank Bills, at 3630 days sight 247.4

Bank Bills, at 3660 days sight 247.4

Bank Bills, at 3690 days sight 247.4

Bank Bills, at 3720 days sight 247.4

Bank Bills, at 3750 days sight 247.4

Bank Bills, at 3780 days sight 247.4

Bank Bills, at 3810 days sight 247.4

Bank Bills, at 3840 days sight 247.4

Bank Bills, at 3870 days sight 247.4

Bank Bills, at 3900 days sight 247.4

Bank Bills, at 3930 days sight 247.4

Bank Bills, at 3960 days sight 247.4

Bank Bills, at 3990 days sight 247.4

Bank Bills, at 4020 days sight 247.4

Bank Bills, at 4050 days sight 247.4

Bank Bills, at 4080 days sight 247.4

Bank Bills, at 4110 days sight 247.4

Bank Bills, at 4140 days sight 247.4

Bank Bills, at 4170 days sight 247.4

Bank Bills, at 4200 days sight 247.4

Bank Bills, at 4230 days sight 247.4

Bank Bills, at 4260 days sight 247.4

Bank Bills, at 4290 days sight 247.4

Bank Bills, at 4320 days sight 247.4

Bank Bills, at 4350 days sight 247.4

Bank Bills, at 4380 days sight 247.4

Bank Bills, at 4410 days sight 247.4

Bank Bills, at 4440 days sight 247.4

Bank Bills, at 4470 days sight 247.4

Bank Bills, at 4500 days sight 247.4

Bank Bills, at 4530 days sight 247.4

Bank Bills, at 4560 days sight 247.4

Bank Bills, at 4590 days sight 247.4

Bank Bills, at 4620 days sight 247.4

Bank Bills, at 4650 days sight 247.4

Bank Bills, at 4680 days sight 247.4

Bank Bills, at 4710 days sight 247.4

Bank Bills, at 4740 days sight 247.4

Bank Bills, at 4770 days sight 247.4

Bank Bills, at 4800 days sight 247.4

Bank Bills, at 4830 days sight 247.4

Bank Bills, at 4860 days sight 247.4

Bank Bills, at 4890 days sight 247.4

Bank Bills, at 4920 days sight 247.4

Bank Bills, at 4950 days sight 247.4

Bank Bills, at 4980 days sight 247.4

Bank Bills, at 5010 days sight 247.4

Bank Bills, at 5040 days sight 247.4

Bank Bills, at 5070 days sight 247.4

Bank Bills, at 5100 days sight 247.4

Bank Bills, at 5130 days sight 247.4

Bank Bills, at 5160 days sight 247.4

Bank Bills, at 5190 days sight 247.4

Bank Bills, at 5220 days sight 247.4

Bank Bills, at 5250 days sight 247.4

Bank Bills, at 5280 days sight 247.4

Bank Bills, at 5310 days sight 247.4

Bank Bills, at 5340 days sight 247.4

Bank Bills, at 5370 days sight 247.4

Bank Bills, at 5400 days sight 247.4

Bank Bills, at 5430 days sight 247.4

Bank Bills, at 5460 days sight 247.4

Bank Bills, at 5490 days sight 247.4

Bank Bills, at 5520 days sight 247.4

Bank Bills, at 5550 days sight 247.4

Bank Bills, at 5580 days sight 247.4

Bank Bills, at 5610 days sight 247.4

Bank Bills, at 5640 days sight 247.4

Bank Bills, at 5670 days sight 247.4

Bank Bills, at 5700 days sight 247.4

Bank Bills, at 5730 days sight 247.4

Bank Bills, at 5760 days sight 247.4

Bank Bills, at 5790 days sight 247.4

Bank Bills, at 5820 days sight 247.4

Bank Bills, at 5850 days sight 247.4

Bank Bills, at 5880 days sight 247.4

Bank Bills, at 5910 days sight 247.4

Bank Bills, at 5940 days sight 247.4

Bank Bills, at 5970 days sight 247.4

Bank Bills, at 6000 days sight 247.4

Bank Bills, at